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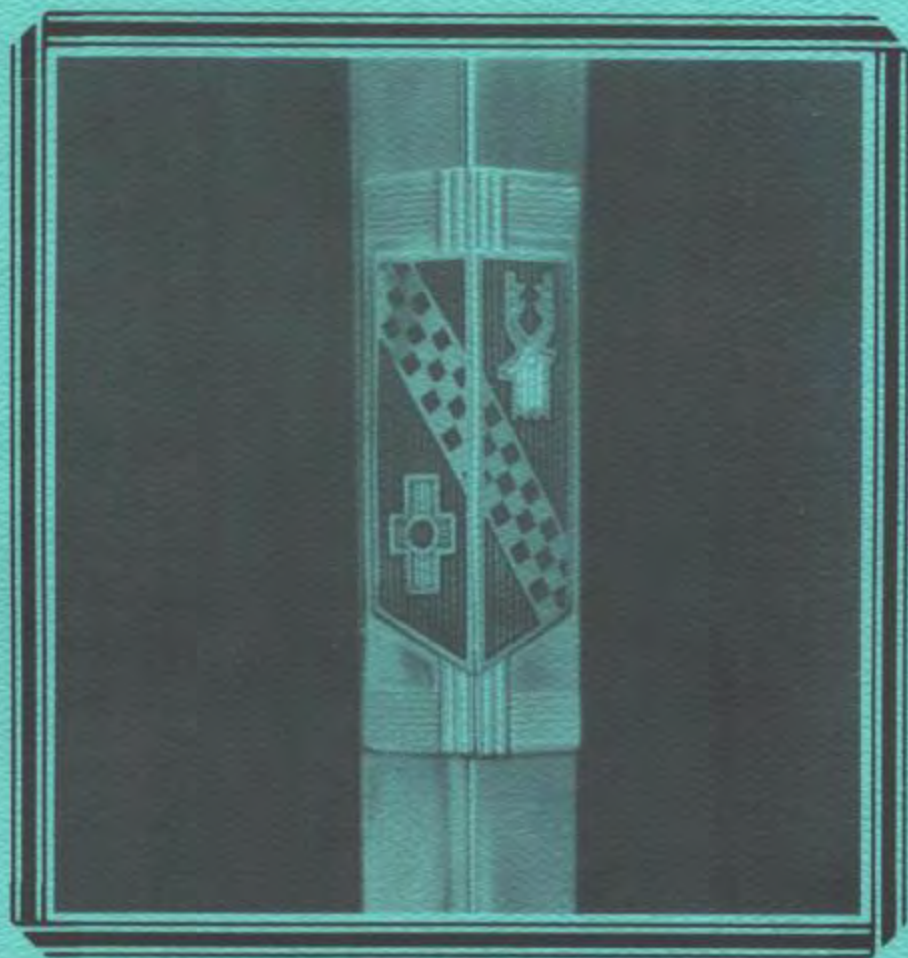
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THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume IX • Number 6



THE TORQUE-TUBE

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Volume IX, Number 6

April 1991

William E. Olson, Editor • 842 Mission Hills Lane, Columbus, Ohio 43235



Club News



1991 ROSTER

A small number of copies of the 1991 Roster were miscolated. Every member who received a bad copy, and who notified me of that, has been furnished a replacement. The cost of printing and mailing these has been reimbursed by the printer, who has also asked me to convey his apologies. This is the first real printing goof-up we have had since I became Editor, which I guess is not a bad record, considering that almost 60 issues and four rosters totalling over 700,000 pages have gone out in the past six and one-half years. If anyone else has a defective 1991 Roster, containing two sets of pages 3, 4, 13 and 14 and no pages 5, 6, 11 and 12, please let me know and I will replace it with a good one.

ROSTER HELP IS NEEDED

You should already have received the 1991 Club Roster. This was a struggle to produce, and to fit into a number of pages small enough to be mailed in the U. S. for 75 cents. It may be that we will not see a roster in this form again. Steve Weinstein (#532) who also did the roster for 1990 and who has done our mailing labels for several years, has advised me that he needs to be relieved of at least the roster work in the future. Unless I can find a volunteer among you who can do this with a minimum of, or no, oversight by me and in a reasonable length of time: (1) the roster will be reduced to a mere alphabetical list of names and addresses; or (2) eliminated altogether. Because — in my view anyway — the real virtue of the roster lies in its listing of years and model numbers and its sorting of members by geographic location and by models owned, (1) above seems little more useful than nothing.

In the past, the roster has been done through use of the Membership Application/Renewal Forms as the source of "raw data". (In addition, because some members do not bother to fill these out — for reasons known only to them — resort must be made to the preceding year's roster or some other source.) Arranging this into

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FOUNDED BY DAVE LEWIS



an alphabetical list of names and addresses is not much trouble, as this information is already in Steve's mailing label program. The problems (in order of increasing difficulty) come in adding the phone numbers and the cars owned, and then in arranging the names alphabetically by states (also alphabetically) and by year and model of car(s) owned. Despite having a fairly sophisticated computer and access to advice respecting its use, Steve has not come up with a program that will sort names according to cars owned and print out alphabetical lists of names under each model for each year. Thus he has done this, so to say, "by hand". (The difficulty is greatly compounded by those members — and there are quite a few — who have more than one car.)

The mailing labels can be done by the commercial printing firm I use at relatively modest cost — that is not a problem. The roster, however, is a much bigger job and the Club probably does not have the funds to pay someone to do it. Besides that, the work will be done only once a year; even if a commercial establishment could be found to do it, they would forget each year how it was done the last, and I would have to check the work carefully, an extremely time-consuming task if done thoroughly. It is, in my view, highly desirable to have someone doing this who is familiar with the subject matter and who has some personal incentive to do it accurately.

The person doing the roster would need (obviously) a computer and a knowledge of programs, and (perhaps less obviously) a high-quality printer capable of producing copy equal to what you see in the current roster. ("Dot matrix" copy is inadequate.) The work must be concentrated in December and January. Because many people renew late, the forms are generally not in until the end of November, despite their being requested in August of each year. The further production is delayed, the more the roster becomes obsolete; even though it can never be completely up to date, it does seem worthwhile to try to have it 95% accurate as of January 1.

One of you should be able to do this. I know there are members who work with computer programs every day. How about it? Will we have another roster or not?

Sorry as his decision makes me, I cannot fault Steve Weinstein for wishing to retire from roster-compiling. Steve has already done more for the Club than all but a small handful of members, and his help has been invaluable to me.

In truth, significant volunteer effort in the Club has, during the six-and-one-half years I have been running it, been limited to perhaps five people, and certainly not more than ten. Perhaps 40 or so others have sent in a story or two, or a "tip", or a few photos. That leaves about 350 of you who have not done a damn thing, beyond writing a check and filling out a form once a year. (And, as noted above, some people find the form too much trouble.) Outside of myself, the greatest sustained effort has come from my secretary, who types all this stuff, and she's not even a member.

Each year, someone presents me with a nice plaque, and people write notes saying how good it all is and how much they appreciate my efforts. I am sure you know that I am not ungrateful for this, but you also must know, as I do, that no amount of plaques and notes can get the goddam work done. "Keep up the good work" the notes often say, and I must confess that in my darker moments this innocent phrase aggravates the hell out of me. Keep up the work, Bill old boy, while we sit back and enjoy it. "I'd like to help, but..." Here insert one of a multitude of excuses. "I can't find the time." Time is not "found". "I don't have the time." Wrong. You have it, but you want to do something else with it. When I started all this I didn't have the time either.

Enough of that. I'm sick of badgering. Either we'll have something decent, or we won't. Right now, even more than next year's roster, we need technical material. Somebody can do something. At least, tell me what you would like to know more about, with, please, as much specificity as possible. "I'd like more technical stuff", a message I sometimes get, helps not at all.



SURVIVAL

According to Steve Weinstein (#532), who compiled it, the 1991 Roster lists 415 members who reported a total of 471 cars: 229 '37s and 242 '38s. Thirty-one members have no car at all, and while the vast majority (322) reported only one car, there are 45 members with two cars, 14 with three cars, three (Joe Giordano, Alan Mattei, and Doug Nelson) with four cars, and one (Gary Stafford) with five.

In looking over the relative numbers of different models represented in the Roster, it appeared to me that convertibles have been the best survivors. For example, there are six '37 Century convertible sedans in the Club, but only 425 were built originally, a "survival ratio", if you will, of .014. By contrast, over 85,000 '37 Special trunk-back four-doors were produced, and there are 44 in the Club, a survival ratio of .0005. Stated another way (and assuming all surviving cars belong to Club members), about one-and-one-half percent of the '37 60-Cs have survived, but only one-twentieth of one percent of the '37 model 41s are still around. I did not do the mathematical exercise for '38s, but it appears that it would come out about the same. There are probably several reasons why convertibles have had a better ratio of preservation. Many had limited use when new, and tended to be regarded more as "special" by their early owners. As time passed into the 1950s, the surviving convertibles were popular with teenagers, and even though the kids were not preservation-minded, this at least kept the cars out of the scrap heaps. Curiously, the best rate of survival among '37s belongs to the Roadmaster formal sedan (81-F). There are nine of these in the Club, out of 459 made originally, a survival ratio of .0196, or roughly two percent. Only one model has passed totally into oblivion, the '37 Century "plain-back" two-door sedan (model 64; not made in '38); we have none of these. Perhaps a few still exist somewhere.



COVER CAR



Paul Culp's (#508) 1938 Century is seen at the farm owned by his brother-in-law, Scott Tyson, in Bucks County, Pennsylvania, with Scott's 1939 GMC. The farm, which has been in the Tyson family since the early 19th Century, was featured in "More Tales from Bucks County" in Vol. VII, No. 7 (May 1989).



CONGRATULATIONS

I. RON DENT'S 1937 46-C

Kudos to Ron Dent (#684) for winning an AACA First Junior with his '37 model 46-C at Hershey last fall. (If you look Ron up in the 1991 Roster, you will see that we evidently made an error in setting forth the condition of this car. We apologize, Ron, and hope this makes amends.) Also taking a First Junior there was an extremely unusual '38 custom-bodied town car owned by non-member Roy Warshawsky of Chicago. This appears to have a French Fernandez & Darrin body very similar to the car shown in Seventy Years of Buick. Unlike the latter, the Warshawsky car has a Buick grille and bumpers (also lights), but other than that, it's, well, French.

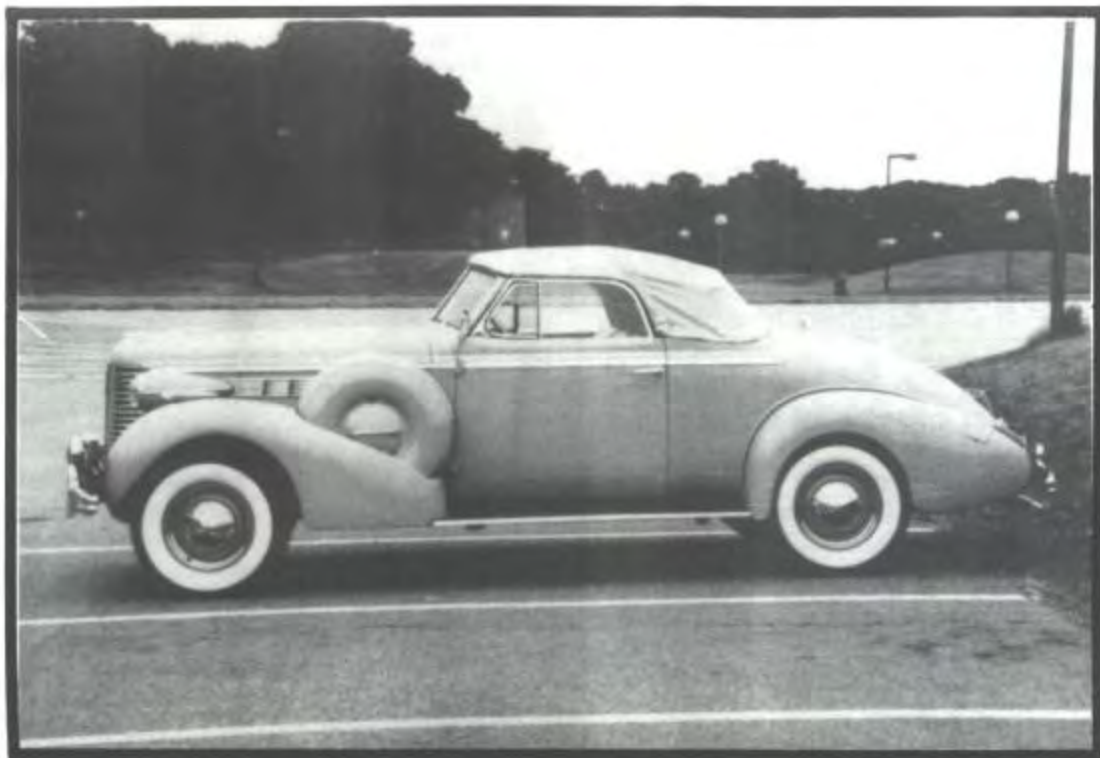
In case you were not, or have not been, there, Hershey last fall had 10, 416 "swap" spaces, 1,893 show cars and probably several hundred cars for sale, spread over 180 acres, or 871,200 square yards. This "meet" has really grown too large for any one person to cover, even in three or four days, especially considering that, unless one has one or more of those spaces and an RV of some kind, just getting in from a parking area is heavy-duty effort. AACA termed 1990 Hershey a great success (as it always does) in spite of "adverse weather". What they meant was that it rained like hell most of the time, and several participants have told me "off the record" that the whole place was an unholy mess, notwithstanding the spreading of hundreds of tons of gravel on the roads and aisles, much of which gravel was sucked into the ooze almost as soon as it was laid down.

II. PAUL CUSANO'S 1938 46-C

A few issues back, I offered kudos also to Paul Cusano (#52) for winning an AACA Grand National First with his '38 Special convertible sedan. I later received a note from Paul telling me that I had the wrong car: it was his '38 Special convertible coupe that won. This car is pictured below. What appear in the picture to be wrinkles in the top are actually wrinkles in a special clear plastic cover Paul had made to protect the top from dirt and weathering. That is the sort of thing it takes to win First at an AACA Grand National: only a relatively fresh, meticulous restoration that has been driven no more than a few miles can hack it. Without intending to minimize Paul's achievements, I will say that in my view virtually all AACA Grand National and Senior Award cars and many BCA First Place winners are over-restored, in the sense that they represent a closeness to perfection that neither they nor the overwhelming majority of their counterparts had when brand new. Whether this is right, or good, or appropriate, is of course a matter upon which reasonable persons may differ, but it is now what one must do to win. (Readers are encouraged to voice opinion about this.)

Getting back to Paul's convertible coupe, it appears that he has owned it since he was in college. (Although Paul does not say how long ago that was, it may fairly be assumed that it was not yesterday.) In early 1986 he undertook a full-scale, body-off restoration, which was completed in time for the 1988 Hershey meet where it took a First Junior followed by a Senior Award in 1989, and as noted above, the Grant National First in 1990. The top material was purchased from Bill Hirsch, the red leather and naugheyde interior and rumble seat "trim" from Lew Jenkins, and the Corot Beige lacquer from Ed Spagnola of Colorite in Bethany, Connecticut.

The car, says Paul, "is a joy to drive", an evaluation with which none of us, I daresay, would disagree. Now that it has won everything in sight, Paul, how about driving it out here in June, or to the BCA meet in Indianapolis in August, or am I going to have to go to New Jersey to see it?



Paul Cusano's award-winning 1938 Special convertible coupe (see preceding page).



Club Meets



EASTERN CLUB MEET

As indicated in the last issue, this will be held in the vicinity of Columbus, Ohio, June 27-30.

Location: Stouffer Dublin Hotel, 600 Metro Place North, Dublin, Ohio 43017. This is an excellent motor hotel (AAA "3 diamond"), in a pleasant, park-like setting, recently completely refurbished, with indoor pool, lounge and a good restaurant. It is located just off the intersection of I-270 (the Columbus "Outerbelt"), U.S. 33, and State Route 161 (northwest of Columbus), and is easily accessed from I-70, I-71 and U.S. 23. Several antique and special interest car groups have used it in the past few years, and it was the location of the BCA Great Lakes Regional Meet in 1988. A section of the parking area will be set aside for us, and car wash facilities will be provided. During the week, rooms at Stouffer go in the \$100 and up range, but Club members will have a special rate of \$64 single or double. A block of first-floor rooms has been set aside for us, but you must reserve promptly to get the special rate: mention the Club.

Hotel phone numbers: 614/764-2200 or
toll-free 1-800-HOTEL-1

If you really must watch the pennies, a Cross Country Inn (\$35-40 range) is located about a half-mile away (614/764-4545), but this is next to a mall, and is of course less convenient. If you are coming by plane, Stouffer has an Airport pickup service.

Agenda:

Thursday, June 27. If you arrive in the afternoon or early evening, meet in the lounge at the Stouffer Hotel.

Friday, June 28 and Saturday, June 29.

Unfortunately, at this writing I have not been able to establish a definite agenda. It will likely include visits to the following:

(1) Len Immke Auto Collection. Mr. Immke, a Columbus-area car dealer who sells Buicks, Cadillacs and Hondas, has put together a very impressive collection of antique and special interest autos, with emphasis on Buicks and Cadillacs, but including many other domestic and foreign makes as well. The collection is not open to the public, but is shown to groups by appointment. The cars are all well-restored or excellent originals. Transportation (probably by bus) to the collection will be provided.

(2) Garth's Auctions. This is located off U.S. 23 just south of Delaware, Ohio, approximately 10 miles north of Worthington and 17 miles from Stouffer's Hotel. Garth's is the pre-eminent antiques auction in Ohio, and the proprietor, Mr. Tom Porter, is something of an antique car fancier himself. The auctions are conducted in an early 19th-Century Pennsylvania-style (stone and wood) barn, which, unless one is totally indifferent to early American craftsmanship and industry, is itself well worth seeing as a magnificent example of vernacular architecture, and one of the few such structures still standing in this area. (The complex includes several other buildings as well.) Besides being an expert in American antiques, Mr. Porter is an engaging gentleman, and I hope he will be able to tell us something of the interesting history of the place, give us some insights into the business, and show us some of the items to be offered at his next forthcoming sale. (I might add here that, unlike the big-time car auctions, at Garth's there is no "buyer's premium," no "reserve" on anything, no "pools," no "shills" and no phoney-baloney of any sort.)

We will drive to Garth's from the Hotel, proceeding north on State Route 315, a scenic trip along the Olentangy River. Returning, we will use U.S. 23, stopping if time permits at Highbanks Park for some al fresco refreshment. If it can be done without too much confusion or delay, I will try to photograph each participant's car either at Garth's against a background of the barn, or at Highbanks. (Highbanks is the site of prehistoric earthworks and has several trails and picnic shelters.)

Because the summer schedules of these establishments are not fixed as of this writing, I have not been able to schedule the foregoing events with definiteness. If Garth's is having a sale the same weekend, we will probably need to be there Friday morning, so you are urged to drive Thursday evening. If either of these events must be washed out for any reason, I'll think up something else.

The following will definitely be included:

(1) Car-judging "seminar" — conducted by the Editor and John Huffman (if he shows up) or somebody else.

- (2) Saturday night "banquet" — this will be buffet-style, featuring "American Country Regional" fare, a nice selection of old-fashioned finger-lickin' goodies.
- (3) Shopping. I know some people just don't feel a car meet is complete without a little of this. "Downtown" Dublin, about a mile from the Stouffer Hotel, features several interesting antique and specialty shops. A Hotel van can take a small group there and back on reasonable notice.
- (4) Hospitality/Meeting Room. This will be available to us after 6 PM on Friday. (No alcoholic beverages.)

A registration form is included in this issue.

**** IMPORTANT ****

The "banquet" requires a minimum of 50 people, and the hotel requires a certain minimum revenue to reserve space for us and to provide the reduced rate. The Club cannot hold the room rate, the banquet room and the hospitality room beyond May 28 without forfeiting a substantial penalty if too few people sign up, which I have no intention of doing.

IF BY MAY 27 WE DO NOT HAVE (1) AT LEAST 23 ROOMS RESERVED AT THE STOUTER HOTEL FOR FRIDAY AND SATURDAY, AND (2) AT LEAST 46 PEOPLE SIGNED UP FOR THE BANQUET, IT IS HIGHLY PROBABLE THAT I WILL CANCEL THE WHOLE EVENT. I MEAN THIS!

If the Meet is cancelled, registrants will (a) get their money back, and (b) be very disappointed as well as ticked at all the rest of you.

SO...DO IT NOW! RIGHT NOW!

Maps and other details will be sent to registrants in June. For further information or an update on plans, call the Editor. I know this does not have quite the originality or novelty of our 1989 Ohio meet, but you will have a great time: I guarantee it. Oh yes...at the "banquet" there will be some Interesting Door Prizes and Awards, which may or may not be valuable, useful or beautiful. Anyone who, at the conclusion of the banquet, announces publicly that he or she has not had a great time will receive a Special Consolation Prize on the spot.

WESTERN CLUB MEET

Don't forget about this! As of mid-March, only a few people had signed up. It will be held right after the BCA National, commencing in Sacramento on Sunday, July 21 and finishing Monday night, July 22. With all the members we have in California and the Pacific Northwest, there should be at least 50 people and 20 cars. Don't wait until the last minute, because the hotels may be full by then. Do it now. Details and a registration form were in the last issue. If you can't find the form, contact Cecil Don (#637) or Carl Dahl (#868). This will be a terrific event; don't miss out.

OTHER COMING EVENTS

From time to time, I will give a brief rundown on shows, tours, etc. put on by organizations other than the Club and BCA, provided: (a) space is available; (b) the events are not purely local ones; and (c) I think they might be of more than passing interest to our members. Here is one contributed by Al Pavlick (#62):

Early last year, I wrote an article in the Torque Tube describing our adventures in touring Nashville on the 1989 Chrome Glidden Tour with "Rachel" our 1938 Buick coupe.

The 1991 Chrome Glidden Tour (cars from 1934 to 1965) will be held at Franklin, PA this August. Franklin is a quaint Victorian town in northwest Pennsylvania about 125 miles north of Pittsburgh and approximately 50 miles south of Erie, PA. The tour will be a hub type tour with the Inn at Franklin as tour headquarters. The tour starts with a "kick-off" dinner on Sunday, July 21 and will end with an awards banquet on Friday, July 26, 1991.

For information, contact Al Pavlick at 1803 Norton Place, Steubenville, OH 43952.



DON'T HAVE A COW, MAN!

Let us conclude here with a bit of foolishness. You are by now aware of my perpetual fascination with license plates and bumper stickers; almost any license plate story catches my eye. Well, it seems that this is the year for Ohio to switch to a new series of plates: the old ones were green and white and had three numbers followed by three letters; the new ones are blue and white and have three letters followed by three numbers. The old ones have in many cases been on cars for several years (it takes five or six years to go through all possible combinations in a series), and people have become accustomed to them. When new ones come out, however, persons may get interested in whether their particular letters or numbers mean or say anything, and there has been a minor flap over the letter combination "COW". Some persons — in particular, one supposes, ladies who may tend to plumpness — have objected to "COW" as demeaning to their dignities, and have petitioned the Bureau of Motor Vehicles for a redress of grievances. The Ohio Dairy Farmers' Association, catching wind of this uprising, has expressed a contrary position: cows, the Association maintains, are peaceful, benevolent, useful and even beautiful creatures — and, of course, the more license plates inscribed with "COW" that are seen, the more we may be reminded of these virtues.

In pursuit of this burning issue, a reporter from the Columbus Dispatch discovered that there are 213 combinations of letters that are in Ohio verboten for license plates. This seems like a lot. There are of course certain combinations that spring immediately to mind, but in searching through my own not-inconsiderable stock of vulgarisms, I could come up with no more than three or four dozen, even including three-letter combinations that only suggest longer words. The balance of the 213 includes, inter alia, "PIG", "SOW", "HOG", "DOG", "FAT", and (get this) "BRA". This seems plainly discriminatory as far as animals are concerned. If cows are in, how can pigs, sows, hogs and dogs be out? Where were the American Kennel Club and the Ohio Pork Council when these capricious decisions were made by the BMV? What of "MOO", "BAA", "YAP"? In or out? And how about "BOS", the scientific name of the genus to which bos taurus, our domesticated bovine, belongs? I'll bet they haven't thought of that.

A Very Unusual 40-C



MRS. SLOANE'S 1937 "BUICK"

By Andrew H. Diem #852

When was the last time you saw a 1937 four-door convertible, model 40C, with the original factory-installed top that has never been folded down? How about a 54-year-old Buick with only 17,582 original one-owner miles that has been stored since 1953? It may sound unbelievable but it is true!

"BUICK" as this automobile is known, was purchased new late in 1937 by Mrs. Frances Crocker Sloane, widow of Mr. William Sloane, President of W & J Sloane Furniture Company. The car was Mrs. Sloane's personal vehicle and lived all of its life at the family country home in Mount Kisco, Westchester County, New York. It was driven only in the summer, until Mrs. Sloane ceased driving in 1953, when it was put in the garage and prepared for long-term storage. The car was placed on blocks, the radiator was drained, the clutch pedal was depressed with a block of wood against the steering wheel, the battery was removed and an old green and white striped awning was placed over the entire vehicle. Except for mice and an occasional raccoon visitor, "BUICK" remained this tomb-like storage until August 4, 1990.

My mother-in-law, Mrs. Margaret Sloane Patterson, inherited the auto along with the family country home in the early 1960's when her mother, Mrs. Sloane, died. The car remained in the garage since no one in the family had any need of the old Buick. Over the years the car sat unused with only a mouse family living in the trunk. The mice pulled an immense amount of rear seat cushion stuffing into the trunk to build

a nest home. Their friend "Raccoon" managed to get into the front seat through the battery access compartment where he took up residence. Fortunately my father-in-law, Dr. Robert Patterson, chased him out before he did much damage!

During a trip with my in-laws last summer, after we had observed a restored pre-war MG, the subject of "BUICK" and what to do with it came up for discussion. I expressed an interest in restoring the car as I have always enjoyed old autos and have in the past restored and driven Ford Mustangs. Since neither my brother-in-law nor sister-in-law wanted to undertake this kind of restoration, my mother-in-law offered the car to me. What a wonderful gift! I knew my work was cut out for me and the challenge would cause me to rise to the occasion.

Simultaneously with making arrangements with Horseless Carriage Carriers to bring the Buick to my home in Washington, D.C., I joined the Metro Chapter of the Buick Club, headed by Al Bell who owns a 1940 model 41. He and many of the local club members have been an invaluable source of information on rejuvenation of the car. After joining the 1937-1938 Buick Club and receiving some back issues of the TORQUE TUBE, and ordering an owners's manual and shop manual through Hemmings, it was time to bring "BUICK" to its new home.

Armed with some tools and several cans of tire inflator, I headed to Mt. Kisco to undertake this project. Together with my in-laws, Ma and Pa, I went to the garage to begin to get the auto ready for the push down the drive to the road where the car carrier would winch it into the truck for the ride to Washington. When we unlocked the trunk to get the jack out to lower the car from the blocks, Ma discovered "Mickey" the mouse who was still living in the trunk. He never expected his home would be invaded! Not only had "Mickey" been living with the original late 1937 jack, but also the original hand tools, complete with original canvas pouch cover.





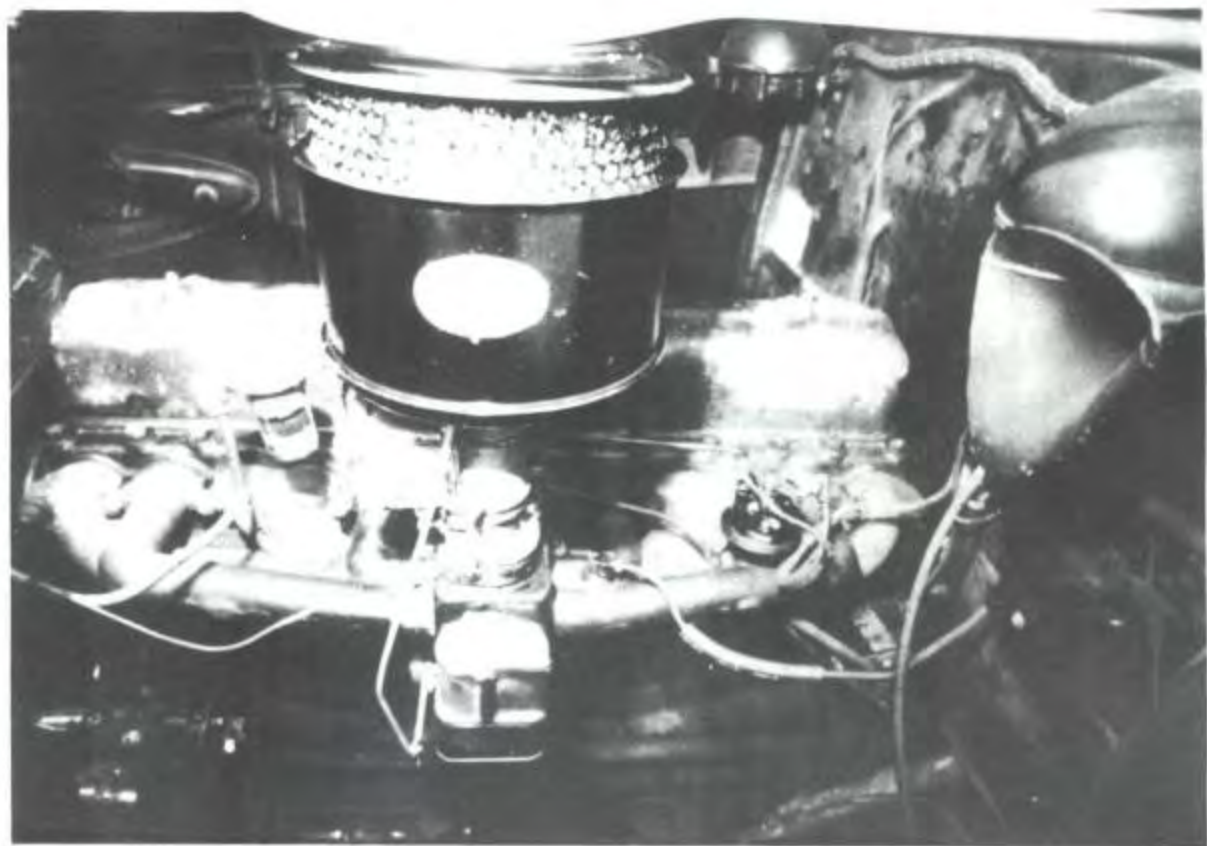
One very interesting feature of this car is the rear window. This window appears most like Window No. 1 in John Steed's article on convertible top windows in Vol. VI, No. 3 (Dec. 1987), but may be Window No. 4. No. 1 was described as the "intended" window for 1938 "phaetons"; No. 4 as the window used in all '38 convertible coupes as well as some late '37 coupes. (John's "intended" window for '37 "phaetons" had a center division bar.) As the car is a late '37, use of '38-style window may not be surprising. In any case, the window is clearly original, and shows us once again that being doctrinaire about authenticity can be risky.

After a survey of "BUICK", getting the old tires inflated, the supporting blocks removed, the clutch block removed and the awning off, we were ready to call it quits for the afternoon. The car mover wasn't due until the next afternoon and I wanted to savor the push down the drive and the challenge ahead.

The next morning we got the car out and all had one long last look at "BUICK" in its dusty condition. The walk up the drive with Ma and Pa was exhilaration - we were looking at a real time capsule that hadn't seen the light of day in 37 years! I was just a kid in short pants when this vehicle was put in storage. The amount of history that has taken place since that car was made is phenomenal.

The Buick made the trip down the moderately steep drive and the hydraulic brakes complete with 54-year-old fluid actually held the 3730 pound car. Fortunately I was not going more than a mile or two per hour!

When "BUICK" arrived in Washington, my dear friend Al Boswell and I did a thorough analysis and decided on a plan. After an intense cleaning the fun mechanical work started. Al and I began to rebuild the brakes using new hoses, cylinder rebuild kits and new master cylinder kit. The old brake fluid was one of the foulest looking and smelling substances either of us had ever seen. Thankfully that job didn't take forever. Getting the car started did.



This is a bit fuzzy, but worth showing because it illustrates the Marvel carburetor. You will note that it is considerably different from the more commonly-seen Stromberg. The choke is on the left side of the Marvel, and the intake manifold is also different from those used with the Stromberg.

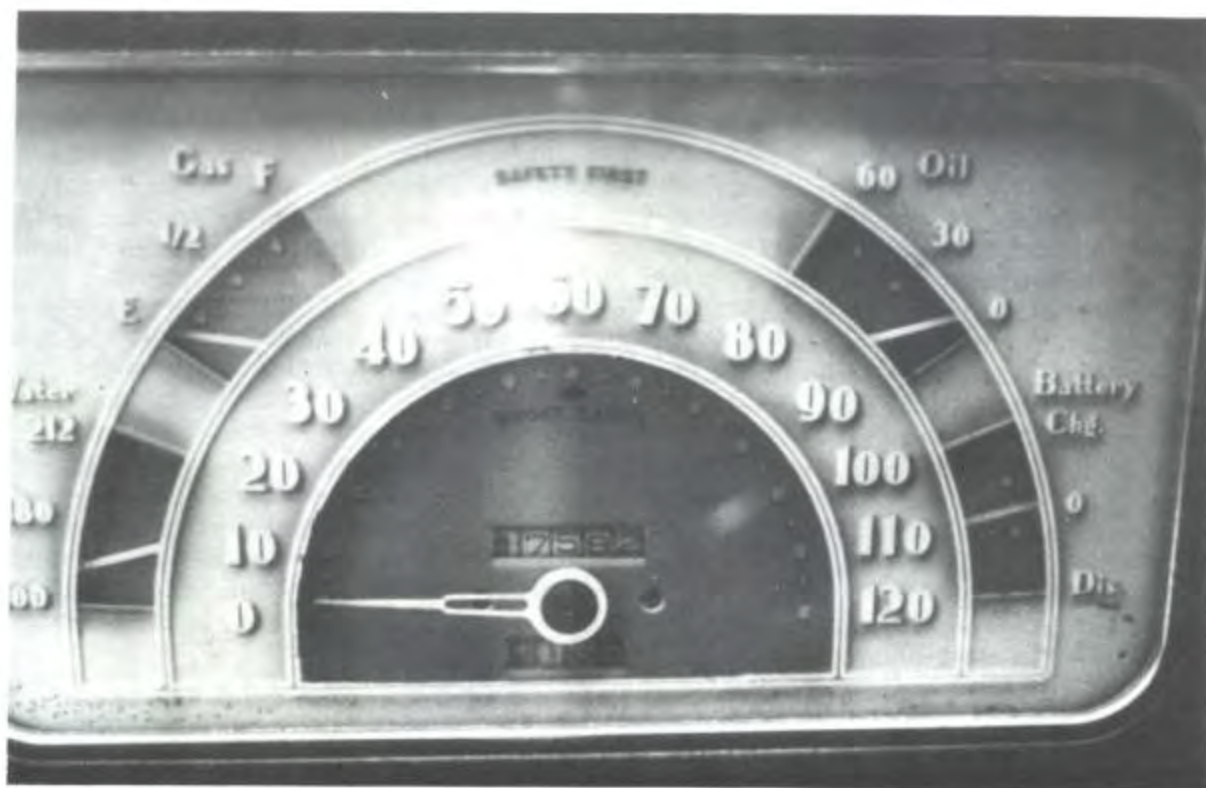
We sent the fuel pump and the Marvel BD-1 carburetor away for rebuilding. We ordered and installed a new fan belt, hoses, spark plugs, plug wires, condenser, point set, rotor, distributor cap, battery, ground and switch cables. We soon discovered that the car had been put away with a tank of gas 37 years ago. Does anyone remember how much a gallon of leaded gas cost in 1953? The old gas had first condensed to a varnish and the varnish had consolidated to an asphalt-like substance. The inside of the gas tank look like it had been paved similar to a road. So the tank was drained, dropped and cleaned with liquid paint remover, then acid washed and coated with an alcohol-resistant finish. The gas tank sending unit was rebuilt and the lines flushed. It was then reinstalled and some new gas added. After dropping the oil pan and cleaning out the congealed mess, we were ready to start the Buick.

Unfortunately "BUICK" would not cooperate and start. However the engine did turn over freely and it seemed to want to start. After much discussion and various attempts, including an afternoon visit with Norm ("Topsy") Feil (#271), who owns a 1937 model 40C and a 1938 model 40C, our enthusiasm was at a low point. About this time, fellow Metro Chapter and 1937-1938 Club Member Ben Berman (#579), who owns a fine restored award-winning 1937 model 46C two-door convertible coupe, drove his Buick over to see my gem. After his inspection of my original and observing various differences between his early production model and my late model year issue, he offered me the chance to drive his. Even if I could not get mine started, I had the opportunity to experience the thrill of how a 1937 Buick handles. That was an afternoon I shall never forget.

With a renewed enthusiasm, I decided to change the fluids in the transmission and rear end: another mess and more foul odors. When I was under the car, I noticed some small holes in the muffler and a deteriorated section of the tail pipe. In the back of my mind was a story told to me by fellow Buick Metro Chapter Member Ed Greenan, owner of a 1937 model 41, who had a problem with a mouse nest of insulation in a tail pipe. Sure enough, "Mickey's" brother had built a nest in my muffler, and that created enough back pressure build-up to prevent the exhaust gas from exiting the cylinders. With the removal of the blocked muffler "BUICK" started immediately. That was the sweet sound of success after 37 years of silence! After putting on a new muffler system and tires, and attending to many little time-consuming details, we took the car down off of the blocks and were ready for a ride around the block.

My classmate and fellow architect, George Calomoris gave the car a Greek Blessing and we were off for the trial run. What an exhilarating experience! That was a day we shall always remember; we made it back safe and sound. Do not underestimate the power of prayer and of Buick engineering. After a rebuild of the windshield wiper motor and the addition of a fuel pressure filter-regulator to prevent flooding, by Mr. Buell, my 93-year-old carburetor maven, "BUICK" got real license plates and passed a road worthy inspection.

In my search for technical information about the renovation for the Buick, fellow 1937-1938 Buick Club member Charles Jekofsky (#524), who owns a fine 1938 model 61, was kind enough to loan me all of the back issues of the TORQUE TUBE. It was a project in itself to copy and catalogue the information which has proven to be an excellent reference source.



This is the first time, and may be the only time, we show an instrument close-up. This one's worth a look: 17,582 miles on the clock.

The automobile was last serviced by Potter Buick Inc., successor to Mount Kisco Rubber Co., Inc. (the 1937 advertisement reprinted on the rear cover of the December 1990 TORQUE TUBE) on May 16, 1953 at 17,156 miles. The tools in the trunk, with the exception of the adjustable wrench, were in fine condition with only light surface rust. The adjustable portion of the wrench is completely rusted in place. However my Grandfather, who had an early 1938 Buick Special model 41 had retained his wrench and it is an exact match to my rusty one.

I have since learned some interesting history from Ma about "BUICK". It is a late production model, with serial number 3154981. It was ordered in #502 Coronary Green since all of the family cars were always dark green to match the color of the W & J Sloane business trucks. The convertible model was ordered since all the family cars, particularly the Pierce-Arrow this Buick replaced, were all open touring phaeton types. However, Mrs. Sloane never folded the top down, as this would have upset the ladies' hair. Since the top is the original canvas, I am not planning on folding it down as it may not go back up in one piece. The auto was never driven any faster than 35 miles per hour because that was fast enough for Mrs. Sloane. She did not like the radio played so she had the fuse removed and it was missing when I obtained the car. I added a fuse and found that the radio still works. I play the radio occasionally, and feel that is enough "BUICK" tradition to challenge.



EDITOR'S NOTE: Andrew's car is very likely the low-mileage original '37 to end all low-mileage original '37s. During the approximately 16 years it was in use, the car was driven on average no more than 1100 miles per year. I generally drive that far in two weeks. It is curious why people simply put cars away when they are no longer needed, but in this case it is understandable: Mrs. Sloane had had it so long, and was probably sufficiently attached to it, that it would have seemed a shame to her family simply to sell it to a used car dealer for a few hundred dollars, so long as they had room to store it. In my own house are several objects, some of not-inconsiderable size, that have sentimental value but no practical use; some day my wife must face the awful prospect of what to do with them, but for now they remain, as the '37 convertible sedan remained, untouched. People do not seem to get attached to cars today the way they once did, but we live in a society in which many more things are considered disposable. In any event, whatever we may think of sentimental attachments, if it were not for such feelings there would be one hell of a lot fewer antique cars — and antiques of many other kinds — around today.

The W. & J. Sloane Furniture Company operated a chain of stores in the East for many years; its line enjoyed a good reputation for quality, and we had several examples of its products in our home when I was a boy. I can remember the green trucks, Andrew, and I can also tell you that along Route 4 in New Jersey in 1953 a gallon of "regular" cost 21¢, or about one-fifth of the average retail price in Ohio as of the first week of March. Too bad a Buick Park Avenue or a Lincoln doesn't cost just five times as much today as a big Buick or Lincoln did then — I might buy one.

In the note above, I use "original" in the commonly-employed sense of not "restored" or altered in any significant way from "new" condition, except for routine main tenance, the effects of wear and the passage of time. Obviously, no 50-plus-year-old car can be totally and strictly "original" no matter how little used, and the car is less "original" now than it was when Andrew first acquired it. What an "original" or "unrestored" car may be, if there is such a thing, has been the subject of considerable debate in the BCA.



I'm **DISGUSTED!**



By Allan Cohen (#46)

I just couldn't bear to see the Editor go through another issue without contributing something to the Club newsletter. Part of my procrastination is due to being disgusted with my Buick project. After reading the last harangue, (yes people really do read this column) guilt got the best of me. So, here goes.

About sixteen years ago, my father was telling me about the 1937 Buick his parents had. As he was telling me this story, I was reading ads in a Cars & Parts magazine. I spotted a '37 Buick Roadmaster for sale located in a town about an hour away. My father and I made arrangements to see the car. The car was solid and in running condition. One of the previous owners decided to preserve the body, so he poured black paint on the roof and let it run down the body. I guess he achieved his goal because there was very little rust on the car. The interior was inferior, including worn out seat covers. The steering wheel was more tape than wheel, but all and all, the car was strong. The owner told me the engine was recently rebuilt and it sounded good. We struck a deal and a week later I had the car delivered to me on a flatbed.

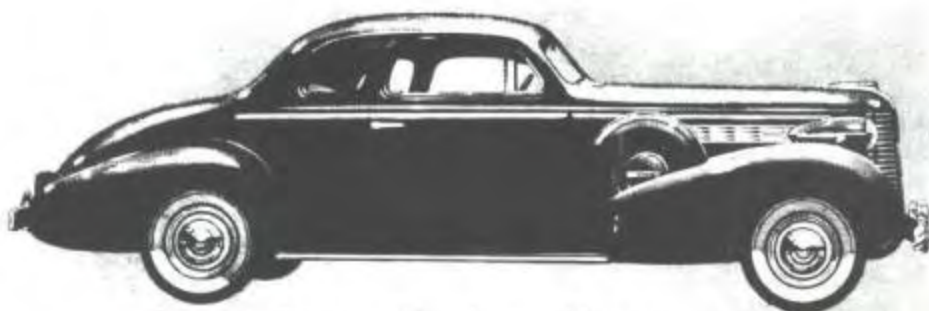
I drove the Buick around for about six months, then I made my first mistake. I hired an "auto restoration" man after we agreed on a price for a "ground up" restoration. The man was very skilled but he had a fair amount of work to keep him busy. Unfortunately, he worked on Bentleys, Packards, Rolls-Royces and the like. I guess he thought my Buick wasn't important because the pace at which the work was getting done was casual to say the least. After two years of pleading for progress, I had a detailed frame and engine which looks quite nice. I also had a paint-stripped body and 20,000 loose parts. At this time he informed me that his brother had set up a program on his computer to estimate restoration costs. Then he presented me with a computer printout breaking down every aspect of restoration of the Buick. At the bottom of the printout was a grand total of well over \$10,000! I was really taken by surprise by what I thought to be highway robbery, not to mention unethical business practices. (Remember, this was in the early 1970s; the price we'd agreed on was a good deal less.)

I had no intentions of giving this man another penny. I made arrangements to have the car picked up and brought to a warehouse that my brother and I own.

I have a body man that works for me and he has promised to help me put the car back together. Unfortunately, that was about five years ago. He had good intentions but not enough time to really get started. Some progress is being made, but too slowly to really notice. It is a shame because with just a few days of body work, the body could be set back on the frame and assembly of the car could begin. I am still hopeful, because I had the car dropped off at this man's house where it is sitting in his garage taking up space. It does give me an added incentive to get the job done. You can see why I'm a little disgusted, but I'm not giving up. Maybe in the near future I can give a more encouraging picture of my dream.

EDITOR'S NOTE: Regrettably, this is a story that has been told thousands of times: "restoration" establishments that work at a snail's pace and keep upping the price because things have gotten more expensive; body-and-fender men who just never get around to it. I don't know what it is about auto body establishments. The small shops that

will agree to work on antique cars in the first place are usually pretty independent, and there are fewer and fewer of them as the years go by. Moreover, they usually have plenty of work, and it is hard to fault them for trying to get customers' everyday cars back on the road without too much delay. The result of that, however, is that the antique or collector car owner's work keeps getting postponed, even though the car may be taking up room in the shop for months or even years. I do not know what the answer is. Body and paint work requires skill that cannot be acquired over-night, and numerous expensive tools. Few do-it-yourself hobbyists have the skill or the tools. There are a few professional body-work people among us: tell us, guys how do we deal with this?



Four-Passenger Sport Coupe with opera seats
MODEL 66-S



"It Turns Me On"



BY TED MASILIAN (#883)

I had a '36 Limited when I was a teenager and really loved the car, but couldn't afford to keep it. I always said that one day I'd have another old Buick. I was 60 years old on February 1, so you'll see that I waited quite a while. On June 2, 1989 I finally fulfilled this resolve by getting a 1938 Special model 41 with twin sidemounts.

The car had been advertised in Old Cars. The price sounded fairly reasonable so I called the number in northern Wisconsin, made a date to look the car over, and drove up from my home in Racine. I spent about two hours looking it over. Stored in a barn, the Buick was very dirty and dusty, and had to be pulled outside with a tractor so there'd be enough light to inspect it carefully. The water had been drained, and the car had no battery. Refilling the radiator was easy enough, and fortunately the tractor had a six-volt battery. The car had at that time been in the barn for about a year and a half, and it didn't take much to get it running. The engine sounded OK, but I couldn't test-drive the car because the brakes would not work. There were also several other things that I knew would need attention: the radio and wipers didn't work (no big surprise there), and the headlights had been converted to sealed beams.

The old man that had owned the car had had it repainted in 1986 (same color, black, but enamel), but he died shortly thereafter. He left it to a grandson who was in college in California. The grandson needed money for his education, so his mother put the car up for sale. The odometer said 36,000, but she had no idea whether or not that was accurate. The upholstery was presentable, but really needed to be re-done. Although there were a number of unanswered questions, I made the woman an offer, but she refused it.

It took a year and a half before she accepted my offer. [Editor's note: when it comes to buying cars, patience is indeed often a virtue.] My son and I drove up in June 1989 and trailered it home. The first thing I tackled was the brakes (I am a mechanic by trade), so I could take the Buick for a drive, and as soon as that was done, I discovered that the transmission was bad, and I began to doubt the accuracy of that odometer reading.

In the fall of '89 I ran the car into my shop, put it up on blocks, and pulled the transmission out to repair it. I then began to check out the rest of the car, and found it needed king pins, shocks, a whole new exhaust system, and many other things — in fact, virtually everything. By that time I'd decided the car had 136,000 miles on it, maybe more, and that I needed to get busy. I dismantled the whole car, except for the engine. It's now about 90% completed, and there's about \$2000 less in my savings account.

I was able to find a good parts car, and it sure came in handy. It came with two replated bumpers (still wrapped in paper), a rebuilt engine that had been done in 1983 (with all the bills totalling \$817), a good exhaust system and new brakes and rear shocks. I used all these parts. [Editor's note: sounds almost too nice to be a parts car, but Ted didn't say what the rest of it was like. Perhaps the worst sort of antique car is one that's bad enough to be thoroughly discouraging but too good to part out.] My biggest expenses were six new whitewall tires and tubes, having the steering wheel and woodgraining re-done, and new carpeting and seat covers.

I hope to have it done by the time you read this, so I can drive it this summer. In the fall I will change the engine. I've put a lot of money and time into the car, but it is well worth it. This is one I don't plan to sell; there's just something about it that turns me on, and I hope to have it for a long time to come.

These two stories, by Allan Cohen, who joined the Club at its beginning, and Ted Masilian, who's been with us only a few months, make an interesting contrast. One guy's ticked, and the other's happy. Although we should not conclude that the longer one is a member the more disgusted one becomes (perish that thought!), we may conclude that it helps not to have to rely too much on others for getting one's car done. Unfortunately, the world is full of people who never get finished. If I were Saint Peter, I'd have at the Pearly Gates lists of all the jobs the supplicants left unfinished below. Too many, and you go the Other Way! Perhaps some member in Pennsylvania or New Jersey can give Allan a hand or a suggestion. I suspect that body man would be happy to see Allan's car disappear from his garage.



Six-Passenger Four-Door Touring Sedan with trunk back
MODEL 81



TECHNICAL TIPS

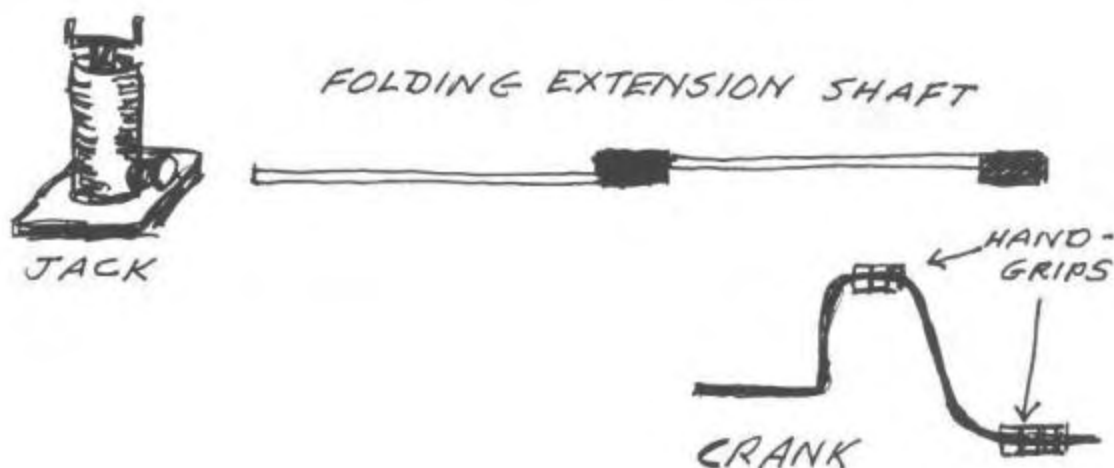


"REDI-STRIP"

In commenting on his '38 46-C featured elsewhere herein, Paul Cusano (#52) reminded me that "Redi-Strip", if there is a franchisee reasonably near you, does a great job of removing rust, scale, old paint, etc. from bodies and frames. However, one should be sure to remove all thin aluminum or zinc alloy pieces first; if left in place, they will have disappeared forever when the body or frame comes out of the tank. This includes firewall identification plates, serial number tags, and some seat (and probably window) mechanism parts. Take 'em off or lose 'em. We mentioned this a few years ago, but it seemed worth repeating.

TOOL TALES - JACK JOURNALS

Along with photos of his car, some of which appear in this issue, Andrew Diem (#852) sent me a picture of the original 1937 tool set and jack that he found in the car's trunk. I did not think this photo would reproduce well enough to include here, but I will offer a brief description of the items shown in it. The jack handle is interesting. In addition to the crank part, which appears to have two hand-grips on it, there is an extension shaft which is jointed in the middle and can thus be folded in half. One end of the shaft fits into the jack and the other end into the crank. (One assumes the crank could be fitted directly into the jack as well.) You will recall that the '37 jack was not a bumper jack, but rather was designed to be placed either under a rear spring where it is joined to the axle, or under a lower control arm in the front. Thus, to jack up a rear wheel from a position aft of the rear bumper, an extension handle of considerable length would be required. The extension would not be needed in front. The crank looks nothing like the Ford crank handle pictured in Clint Preslan's article in Issue 3, nor like the handle shown in the '37 Owner's Manual. The whole, crank plus extension shaft plus jack, is at least four feet long. Here is a sketch of Andrew Diem's jack:



The tools are: an ordinary ball-peen hammer; an adjustable wrench, probably 11-inch; a wheel-stud (or possibly spark plug) wrench, which is essentially a deep-well socket with a hex fitting on one end that an open-end wrench can be applied to; an ordinary slip-joint pliers; a set of four straight open-end wrenches, and a tool, probably 14 or 15 inches long, resembling a large screwdriver, but with a slightly curved shaft. One assumes the latter is for popping off hubcaps. Curiously, there are no screwdrivers in the tool set. There were none in the only other extant '37 tool kit I know of — the Jim Campbell tools pictured in Vol. VIII, No. 6. I assumed the screwdriver(s) had been lost from the Campbell set, but it may well be that screwdrivers were not included in the original tool kits, on the theory: (a) that everyone had them already; or (b) that the work likely to be done by the amateur back-yard mechanic (oil changes, and the like) did not require them. The second theory seems ill-supported by logic, as one can't do much work on a car without screwdrivers. The wrenches appear to have had a black oxide finish, although after 50-plus years it's hard to tell. The jack also appears to be black, not green, but again it's hard to tell, and it may be noted that Andrew's car is late 1937. Although the 1928-1938 Master Parts Book states — or at least implies — that all Buick jacks were made by Auto Specialties Manufacturing Company, there is no evidence that all of them were green, or that color changes did not occur over time.

In screwing around (and that is just about what it was) with some old tools this past winter, I tried some different methods of mimicking a black oxide or "parkerized" finish. "Instant gun-blue", an acid treatment, did not work as well as I had hoped. The best-looking result on wrenches and hammer heads was obtained by painting them flat black and then applying a coat of paste wax; although it is obvious on close inspection that this finish is not original, to the casual observer it looks quite realistic. Wooden screwdriver handles were patched with filler and then painted semi-gloss black, and the shafts were painted with bright silver (e.g. "Plasti-Kote Bumper Chrome") and then rubbed with very fine steel wool. Again, an obvious refinish, but not bad at all to the casual observer.

80-90 SERIES FRONT END PARTS

In the last issue I said that 80-90 series upper and lower outer control arm "pins" could be obtained from Kanter Auto Products. At the time I wrote that I did not know that member and master machinist Jack Corliss (#279) was in the process of making "some day" into "now". "Some day," Jack told me four or five years ago, "when I really get to work on my cars, I'll make some of these." Finally seized by a commitment to "go all out" on his '37 model 91 and finish it this year, Jack made up several sets of these pins and bushings, enough for his two cars with some left over. Club members will have first crack at them; they are slightly more expensive than the Kanter sets, but, if I know Jack's work, are at least as good and likely better. However, there are only six or seven sets available, so if you want one you'd better pick up the phone and call Jack now. See his ad under "Parts for Sale".

OIL PUMP REPAIR KITS

It appears that Melling Company has discontinued manufacture and sale of its K-20-A and K-20-B oil pump repair kits. (See Issue 3, p. 20.) David Paulisin's (#704) report in the same issue of having purchased one may have been a report of the last kit purchased, although some may still be available on distributors' shelves. In its March Hemmings ad, Terrill Machine continues to list similar kits for sale; whether these are Mellings or from a different manufacturer, I do not know.

WOODGRAINING

In response to my request for recommendations of persons or firms that can perform quality woodgraining for dashboards and moldings, I received two suggestions of people in California. One of these is:

Bob Kennedy
8609 Oceanview
Whittier, CA 90605
213/693-8739

Regrettably, I seem to have lost the other one, or threw it out by mistake — or maybe the cat ate it. Would the other contributor please write again. Sorry. Thanks for the one above to Jack Corliss (#279).

You will need to provide some guidance to the woodgrain finisher as to color and pattern, so he will know how you want the final product to look. If your existing dash and/or moldings are in reasonably decent condition, they will of course provide the correct pattern or "figure". If, however, they are badly damaged or have been painted over, you will have more of a problem. You should be cautious about color. In many cases the original colors will have faded or otherwise changed over time. Not a few restorers have duplicated the existing colors on decades-old woodgrained surfaces and ended up with results that do not conform to the original factory products, and that sometimes (to my eye, anyway) look odd or "wrong".

A few years ago, we undertook to research the original colors and patterns. This was not easy, because the original factory descriptions offer only minimal guidance, and in some cases there seem to have been production variations. Moreover, there are conflicts in the available information, and in any event, grain figures cannot be described verbally except in the most general terms. To know what a "mottle" figure looked like, for example, you must really look at a good original example, or at least a reasonably faithful reproduction.

A recapitulation of what we came up with is set forth below.

1937 40 series

Dash - walnut horizontal grain with "mottle" figure.

Moldings - walnut, straight grain following molding.

60 series

Dash - probably same as 40, but some cars appear to have had a straight grain.

Moldings - same as 40.

80-90 series

Dash - not woodgrained; see Issue 1.

Moldings - mahogany straight grain, or black, or "Lustre Light Grey", depending upon model and upholstery.

All convertibles - chrome moldings.

1938 40 series

Dash - walnut "flame" figure.

Moldings - walnut straight grain with "curl" or "mottle" effect.

60 series

Dash - walnut or mahogany horizontal straight grain, or golden tan paint with "chevron" transfer on raised panels.

Moldings - same as 40, but walnut or mahogany.

80-90 series

Dash - probably same as 60.

Moldings - walnut or mahogany straight grain with burl figure insert set off by gold stripes.

All convertibles - chrome moldings.

In considering this, it is helpful to look at finished samples of the woods intended to be mimicked. Thus, finished walnut tends to have a "tannish" undertone, while mahogany is typically "reddish". In the past, a few members have asked me for formulas for the colors used. There aren't any, and this kind of inquiry is really unnecessarily fussy. Perfect matches are unattainable and unnecessary in any case. A decent approximation of the original patterns and colors is all we can hope for, and I don't believe any judge is going to "dock" you if you've achieved that.



LARGE SERIES CLUTCH REPLACEMENT

By Gene McCoy (#573)

I had been one of those '37 Buick "sidemount potatoes" the Editor keeps talking about: you know, the guys who sit back and wait for someone else to do something. I had some questions about how to do a clutch job. The Editor sent me several pages from a "vintage" MOTOR manual, then referred my question to Mike Adler (#103) who responded with a terrific step-by-step procedure to remove the clutch from a 40-series car. (See Issue 4, page 23.) Even though there are some differences between a 40-series and my '37 Century, this assistance gave me the confidence needed to start the job.

I have written a step-by-step procedure for the '37 60, 80, and 90 series as I did it. After finishing the job, I came up with what I think may be the perfect tool for aligning the clutch plate. We all have the most important parts in our cars, and the flywheel housing is the same for all '37 and '38 large series.

My idea is this: Purchase a Lesle clutch alignment tool #55500 (Sears has it as Part #47745 for about \$15). Acquire or make a 4 1/4" disc about 1 1/2" - 2" thick and put a 5/8" diameter hole in the center to fit the shaft of the alignment tool through, with one end of the shaft in the pilot bearing center and the other in the center hole of the disc, which you have placed in the flywheel housing. The cone of the alignment tool will perfectly center the clutch plate. Tighten the pressure bolts and replace your transmission.

I realize this set-up will work only on '37-'38 Buicks, but we will not speak here about "Brand X" cars or years. I hope my experience will help other members. If you try the idea set forth above, I would appreciate hearing the results — good or bad. I thought of it after I finished my car, so I've not actually tried it in practice, but I'm convinced it should work.

Here is the procedure as I actually did it.

TRANSMISSION/CLUTCH REPLACEMENT

STEP BY STEP INSTRUCTIONS FOR 1937 LARGE SERIES.

My suggestion is to obtain all parts that you are going to replace before starting. See my list at the end.

1. Remove front seat cushion (I placed it on rear seat floor).
2. Remove floor mat (I laid it out flat in another part of the garage).
3. Remove transmission floor plate and inspection cover.
4. Slightly loosen lug bolts on rear wheels.
5. Jack car as high as possible - placing on 4 jack stands securely.
6. Remove both rear wheels.
7. Remove nuts from rear axle U bolts and shock links - Remove U-bolts and spring plates.
8. Loosen clamp bolts on frame holding emergency brake wheel cables.
9. Split rear brake line from rear brake hose.
10. Remove emergency brake cable adjusting nut and drop wheel cables.
11. Remove 6 bolts holding torque tube to universal.
12. At this point, I placed two ratchet type trailer tie downs and trailer axle straps around the rear bumper and differential housing. I ratcheted the rear back on the springs until it reached the gas tank. Leave the straps in place.
13. Remove transmission cross member support.
14. Mark torque ball flange and cover and remove 6 bolts. Remove cover and torque ball half. Inspect bushing for wear to decide on bushing replacement. My wear was .013 and I decided not to replace.

15. Remove 4 bolts holding master cylinder to transmission.
16. Remove speedometer cable from transmission.
17. Remove clevis pin from clutch adjuster rod.
18. Remove 3 bolts holding clutch/brake shaft bracket to transmission.
19. Remove the two top bolts holding the transmission. Replace with two 4" guide bolts (4" long with 1/2" x 13 threads) I used stainless steel guides.
20. Remove lower two transmission bolts and remove transmission. I left the top cover of the transmission on and with one person in the car and one below, shift lever in 2nd or reverse and we removed the transmission with little trouble.
21. Remove the two horseshoe clips holding the clutch release bearing/sleeve from the clutch fork (use the inspection hole - remove top clip). remove bearing/sleeve from fork.
22. Remove bolts from pressure plate and remove pressure plate and clutch plate from flywheel. If you will be reusing the same rebuilt parts, mark flywheel and pressure plate to reinstall in same position.

NOTE: 1. Before starting this job I obtained the following parts:

New clutch release bearing with new sleeve

New torque ball seal kit

New pilot bearing

New shock links and rubbers

New rear axle to frame bumpers

I had a spare clutch and pressure plate rebuilt before I started

New transmission support pads

I had new U bolts for spring/differential made at a local shop.

2. Do not replace transmission cross member until you have adjusted torque ball per instructions with kit. Leave bolts loose to help align torque ball spline with propeller shaft splines.
3. I used stainless steel transmission guide bolts because I knew they would not bend from the weight of transmission while maneuvering it into place.
4. I was able to borrow a snap-on clutch alignment tool. To align clutch plate, place remote starter button cable to battery terminal on starter and front terminal on solenoid. Remove coil wire from distributor cap. When you feel the clutch is aligned sit up in the frame X member or look down from the top while activating the starter button - watch the clutch spline and when the

clutch is properly aligned it should turn in a perfect circle, not an elliptical circle. When correct tighten the pressure plate bolts. I placed a small amount of lubriplate white grease on splines of clutch plate and transmission and pilot bearing shaft **END**
T. Ease transmission into place.

EDITOR'S NOTE: Thanks to both Mike Adler and Gene McCoy for their very valuable contributions of practical "how-to-do-it" guidance. The manner in which Mike responded to my original request and Gene returned the favor makes my heart glad. Some car clubs appear to be largely vehicles by which the members try to "one-up" each other. That is not what this Club is about. Now, how about all the rest of you? Have you been inspired, had your self-confidence enhanced, by what you've read and seen in these pages? Does your confidence yet need a boost? Let us hear about it.

LOCK CYLINDERS

Some time ago, Sid Niccum (#113) asked me if I knew of a source for lock cylinders and/or the little stainless covers that go over them. I did not have a very good answer to this — so far as I can recall, no one ever asked it before — and could offer only a few "made-do" suggestions beyond finding someone with a parts car. Recently Sid advised me that he was able to buy new lock cylinders with stainless covers for his '38 from Wayne Finney, 144 Crescent Drive, Akron, Ohio 44301. These should fit '37 also. Thank you, Sid.

Jim Rufener's "How I Did It" articles, which began in Issue 5, will resume in the next issue. This delay is not the result of any lack of diligence on Jim's part: I have a humongous big manuscript from him here. Thanks, Jim, I couldn't (or didn't) get it done in time.



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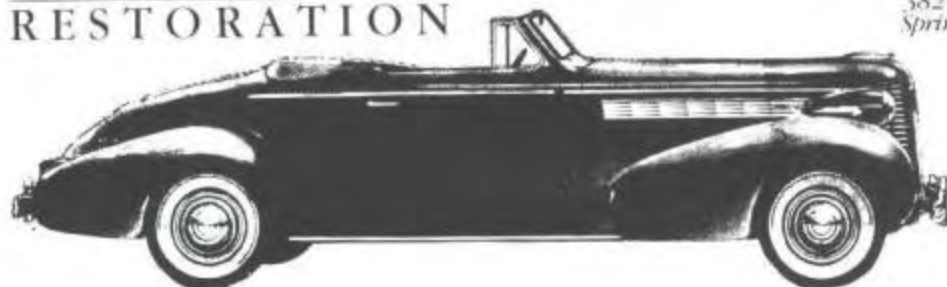
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9AM to 10PM CST*



PARTS EXCHANGE



Classified ads for "casual" (i.e. non-commercial) transactions are free to members. For commercial advertising rates please contact the Editor. The Editor may edit classified ad material for length and/or clarity. Material received will be run in the next available issue. Neither the Club nor the Editor is responsible for descriptions of items advertised, nor for typographical errors.

PARTS FOR SALE

Miscellaneous 1937 parts for sale, mostly series 40, including engine parts. Write for list with SASE. LEO AMARANTES (former member). 66 Haskell St., Fall River, MA 02720.

Parting out 1938 model 41 Special 4-dr. trunk-back. Lots of parts. Call or write your needs; I may have it. TED MASILIAN (#883). 1818 4-Mile Rd., Racine, WI 53402. 414/639-8066.

1938: front brake drums (40)--\$20 each; bumper guard--\$45; Pass. side splash pan (40)--\$30; splash pans set of 2 (40)--\$60 set; gravel shield that mounts inside rear fender (40, 60)--\$15 each; front parking brake cable (40,60)--\$75; rear parking brake cable (40,60)--\$125. All prices plus shipping. Call between 5:30PM & 9:00PM EST, Mon.-Fri., any time weekends. DAVID BYLSMA (#117). 7747 Siden Drive, Hanover, MD 21076. 301/551-7236.

I know of a source for divided rear convertible top windows, probably Buick; also '37 40-series parts car. Call RON DENT (#684). 1316 Sunset Ave., Pt. Pleasant, NJ 08742. 201/899-3423.

Miscellaneous '37 40-series stuff, all used, including front shocks, one set con.rods (convert these to insert bearings before you're in the middle of a big-A engine rebuild), other odd shit. Call before Spring Carlisle if you want me to bring it over there. I have been trying to get rid of the rods for 3 years, and will give you the damn things if you pick 'em up there. BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235. 614/436-7579.

NEW DASH PANEL DECALS for 1937 80-90 series cars.
Kit includes: 1 practice decal 7"x14"; 2 12"x14" decal sheets;
full size pattern; instruction sheet. \$85.00 plus shipping.

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Upper and lower control arm
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\$325.00 per set plus
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Jack Corliss
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(213) 925-3294
9 a.m.-10 p.m. PST

PARTS WANTED

'37 Roadmaster flywheel cover. DAVID CASH (#790). 45 Marietta Dr., San Francisco, CA 94127. 415/334-0913.

For '38 Special 4-dr. trunk-back. Need running board stainless moldings, hood center strip, solid trunk floor pan (not rusted out), complete headlights or headlight parts, wiring harness to clock with or without clock, Buick bumper badge, original heater & defroster switches. Call or write to TED MASILIAN (#883). 1818 4-Mile Rd., Racine, WI 53402 414/639-8066.

'38 horn ring & button. SID NICCUM (#113). P.O.Box 227, Clarion, IA 50525. 515/532-2859.

'38 80-90 series pitman arm & drag link, brake shoes, map light cover, front & rear bumpers, front right fender, right side engine splash pan, spark plug cover, two 16" wheels, radiator, hood sides. Would be interested in a parts car or what have you. Please help. J.W.PASCOE (#881). 2136 24th Ave. South, Escanaba, MI 49829.. Call any time 906/786-4322.

For '37 60-series convertible: pair chrome folding sun shade brackets incl. hinge/clamps ('38 40 & 60 series conv. used same set-up), shark tooth grille guard, NOS or good original knob for cowl vent handle, two original-type curb alarms (the strike rod was coiled into a spring where it attached to fender clamps). JACK SHEPHERD (#138). 103-394 Duncan St., Duncan, B.C. V9L 3W4 Canada. 604/758-5383 eves., weekends & Mon.; 604/746-4634 days Tues.-Fri.

'37 Roadmaster parts: bumpers, brackets, seat cushion springs, 81-F front seat frame, air cleaner, front door window frames, convertible top latches, 80-C window frames, visors, misc. parts. DAVID POWERS (#894). 27732 Paseo Barona, San Juan Capistrano, CA 92675. 714/493-1199.



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Henniker, NH 03242
603/428-3053
'38 81

Michael Gosha (#893)
87 Rose St.
Bridgeport, CT 06610
203/332-7471
'38 48

Harald G. Dresel (#891)
RD#2-Box 565
Schuylkill Haven, PA 17972
717/739-2718
'38 41

Larry Tindall (#892)
379 Sharon Rd.
Hightstown, NJ 08520
609/259-6351
'38 66-S

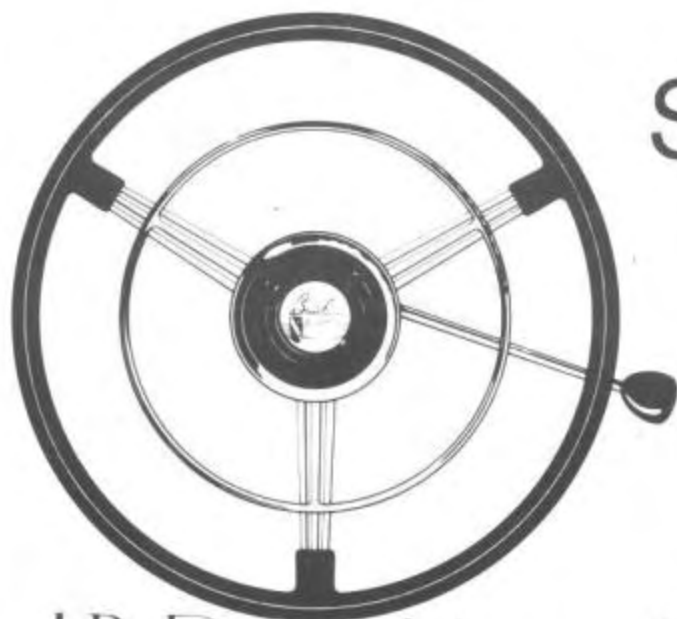
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B-0235 \$100.40/pr.

Rear (Series 60)

B-0289 \$102.30/pr.

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B-0256 \$100.40/pr.

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1937 Series 60, 80, 90

B-0257 \$48.40/set

1938 Series 40

B-0296 \$24.30/pr.

1938 Series 60, 80, 90

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Series 40 & 60 Conv't

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C-0159 (Div. post) \$28.20/set.

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C-0486 (Div. post) \$35.80/set.

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4611, 19, 27

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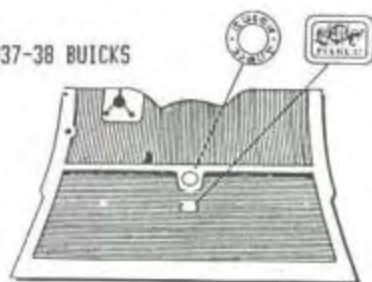


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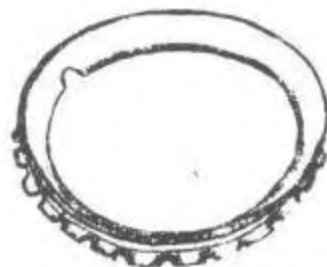
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